

WHAT IS CLAIMED:

1. Method of moving a multipart sliding roof for a motor vehicle, having a first angularly movable roof section and at least a second and third roof section movable in the longitudinal direction of the vehicle, for the positioned closing and opening-up of a roof opening, the longitudinally movable roof sections being controllable by an operating element for selection of different defined roof positions,

wherein by means of the operating element, at least six switching positions and thus six different positions of the individual roof sections are selected, after the selection of different switching positions by the operating element, movements of different parts of the multipart sliding roof being carried out in a restrictedly controlled manner, without their movement having been selected by the operating element.

2. Method according to Claim 1, wherein the operating element is a rotary switch with at least six preferred switching positions.

3. Method according to Claim 1, wherein a sun blind is provided on the interior side of the vehicle of the multipart sliding roof, which sun blind is coupled with a sun sensor and, when a massive sun radiation is detected, is automatically moved into the closing position.

4. Method according to Claim 3, wherein, when the individual roof parts are controlled for the opening, the sun blind is automatically moved into such a position that it comes to a stop at least behind a front edge of the roof opening.

5. Method according to Claim 1, wherein the first angularly movable roof section is a wind deflector which can be adjusted as a function of the driving speed.

6. Method according to Claim 2, wherein the first angularly movable roof section is a wind deflector which can be adjusted as a function of the driving speed.

7. Method according to Claim 3, wherein the first angularly movable roof section is a wind deflector which can be adjusted as a function of the driving speed.

8. Method according to Claim 4, wherein the first angularly movable roof section is a wind deflector which can be adjusted as a function of the driving speed.

9. Method according to Claim 1, wherein after the opening, the second and third roof sections are individual sliding roof sections which are closed again by a definable amount from a completely opened position when a defined vehicle speed is exceeded.

10. Method according to Claim 2, wherein after the opening, the second and third roof sections are individual sliding roof sections which are closed again by a definable amount from a completely opened position when a defined vehicle speed is exceeded.

11. Method according to Claim 3, wherein after the opening, the second and third roof sections are individual sliding roof sections which are closed again by a definable amount from a completely opened position when a defined vehicle speed is exceeded.

12. Method according to Claim 4, wherein after the opening, the second and third roof sections are individual sliding roof sections which are closed again by a definable amount from a completely opened position when a defined vehicle speed is exceeded.

13. Method according to Claim 5, wherein after the opening, the second and third roof sections are individual sliding roof sections which are closed again by a definable amount from a completely opened position when a defined vehicle speed is exceeded.

14. Method according to Claim 6, wherein after the opening, the second and third roof sections are individual sliding roof sections which are closed again by a definable amount from a completely opened position when a defined vehicle speed is exceeded.

15. Method according to Claim 7, wherein after the opening, the second and third roof sections are individual sliding roof sections which are closed again by a definable amount from a completely opened position when a defined vehicle speed is exceeded.

16. Method according to Claim 8, wherein after the opening, the second and third roof sections are individual sliding roof sections which are closed again by a definable amount from a completely opened position when a defined vehicle speed is exceeded.

17. A multipart sliding roof assembly for a motor vehicle comprising:

a roof opening;

a first angularly movable roof section;

a second longitudinally movable roof section;

a third longitudinally movable roof section;

a control unit operable to move the roof sections between a position closing the roof opening and a plurality of respective positions opening at least a part of the roof opening; and

a movably operable operating element which is selectively movable to at least six different switching positions with said control unit automatically operating to move the roof sections as a function of the position of the operating element into said respective different configurations with said roof section movements controlled in a predetermined manner.

18. A multipart sliding roof assembly according to Claim 17, wherein the operating element is a rotary switch with at least six preferred switching positions.

19. A multipart sliding roof assembly according to Claim 17, wherein a sun blind is provided on the interior side of the vehicle of the multipart sliding roof, which sun blind is coupled with a sun sensor and, when a massive sun radiation is detected, is automatically moved into the closing position.

20. A multipart sliding roof assembly according to Claim 19, wherein when the individual roof parts are controlled for the opening, the sun blind is automatically moved into such a position that it comes to a stop at least behind a front edge of the roof opening.

21. A multipart sliding roof assembly according to Claim 17, wherein the first angularly movable roof section is a wind deflector which can be adjusted as a function of the driving speed.

22. A multipart sliding roof assembly according to Claim 17, wherein after the opening, the second and third roof sections are individual sliding roof sections which are closed again by a definable amount from a completely opened position when a defined vehicle speed is exceeded.